



## CURRENT SAFETY TOPICS

### Notes of the Los Angeles/Long Beach JAPC

March 6, 2014

#### JAPC UNION REPRESENTATIVES

Gary Gonzalez	ILWU Local 94
Jack Russo	ILWU Local 94
Kenny Ursich	ILWU Local 63
Mark Jurisic	ILWU Local 13
Tim Monahan	ILWU Local 13
Pete Califano	ILWU Local 13
Tom Hibbison	ILWU Local 13

#### EMPLOYER REPRESENTATIVES

Dave Turner	APM Terminals
Claudia Thomas	CCMW&D
Jeff Brown	Eagle Marine Services
Steve Hessenauer	Harbor Industrial
Tony Flores	ITS
Steve Nott	Long Beach Container Terminal
C. O'Connell	Ports America
Greg Barker	Ports America
D. Lobo	Ports America
Craig Kappe	Metro Ports
Tim Tess	Pasha S&T
Luis Jara	Total Terminals
Rodney Davis	Yusen Terminals
Mike Cuffe	Yusen Terminals

#### SECRETARY

Michael Hall

Pacific Maritime Association

**REVIEW OF FEBRUARY 06, 2014 JAPC NOTES**

Minor editorial changes noted.

**DISCUSSION TOPICS****ACCIDENT ANALYSIS**

Committee members were provided with the monthly injury & illness summary report listing for LA/LB.

**SERIOUS ACCIDENTS**

1. The committee discussed an incident in which a marine clerk was struck by a backing top handler. The clerk was parked out of the way working with top handler #2, when top handler #1 backed into the vehicle.
2. The committee was made aware of a recent incident in which a reefer container fell onto the dock. The gantry crane operator sidetracked the reefer container aboard the vessel, went for another container, but struck the reefer which caused it to fall, striking the sill beam and bouncing into the traffic lane.
3. The committee discussed an incident in which the forward end of a loaded container fell from the top handler and landed onto the chassis (the aft end remained locked). The cause was the improper use of the equipment bypass.

The committee had a lengthy discussion on the use of equipment bypass controls and that it should never be used to obtain a lock, but only to disengage when conditions are safe to do so. The group also discussed which terminals allow their operators to have bypass keys, and those that have a bypass button from the manufacturer. While the safe operational of equipment requires a bypass function, it should not be used to obtain a lock and hoist without a lock-light.

4. A POLB terminal safety manager briefed the committee on a recent top handler that caught fire, destroying the vehicle. The cause of the fire is unknown and is under investigation.

**OLD BUSINESS****1. GUARDS ON CONTAINER CRANE E-STOP**

The committee continued the discussion on placing ring guards around the E-Stop buttons on container gantry crane legs.

An employer representative noted the guards would have to be approved by the manufacturer as employers will not accept the liability of modifying a safety device.

To date, no manufacturer has approved installing a ring guard.

The Union also requested the E-stop signage be repainted as several are faded.

**2. PORT WIDE SAFETY DAY**

The committee was provided with a report by the sub-committee. The group decided upon a quarterly safety message for all terminals to emphasize at the same time.

The first theme was "I Can't See You."

The focus is to be on blind spot safety, driving in container rows, top handler movement and driving conditions.

The committee also discussed a similar program in the Port of Oakland.

**3. CONTAINER LANDED HARD INJURIES**

The union noted the amount of monthly injuries due to containers landing hard onto chassis from gantry cranes, jostling the semi tractor driver.

A union crane operator stated it would be helpful to have the same standard for all terminal on the slow-down distance.

The committee also discussed CLH injuries due to newer bombcarts that have a higher flange than older bombcarts. The higher flange increases the distance the container is lowered after contact with the bombcart, jostling the semi tractor driver.

**4. VESSEL EMERGENCY ACTION PLAN**

The committee continued the discussion over terminal emergency action plans. The foremen representative requested the recent procedures discussed in the JAPC be included in the terminal EAP's.

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